



Event

MPTS AJET BFM 3101 OFT

Mission

OUT-OF-CONTROL FLIGHT SIMULATOR

1.0 HOURS/X



ORM



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- **OPERATIONAL REQUIREMENTS / LIMITATIONS**
 - **CREW REST/ CREW DAY / WORK WEEK**
 - **WARM-UP ELIGIBILITY**
 - **PREVIOUS FLIGHT COMPLETE?**
 - **IP CURRENCY**
 - **READ AND INITIAL**

- **HUMAN FACTORS**
 - **LIFE STRESSORS / EXTERNAL FACTORS/ PERSONAL PROBLEMS**
 - **MEDICAL STATUS**
 - **CREW DAY**
 - **CREW REST**
 - **NOURISHMENT**
 - **HYDRATION**

- **HAZARDS AND CONTROLS**
 - **ROUTINE**
 - **WEATHER**
 - **CURRENT OBSERVATIONS AND FORECASTS**
 - **CROSSWINDS**
 - **FUEL CONSIDERATIONS**



TTO



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- **WHO WILL CALL A TTO?**
- **WHAT SITUATIONS WILL THE TTO BE CALLED?**
 - **SAFETY**
 - **CONFUSION**
 - **MISUNDERSTANDING**
- **IP RESPONSIBILITIES**
 - **RECOGNIZE THE NEED FOR A TTO**
 - **EXPLANATION / INSTRUCTION AS NECESSARY**
 - **DOCUMENTATION ON ATF**
- **WHEN AND HOW WILL TRAINING RESUME?**



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ADMIN



- **QOD**
 - **NATOPS**
 - **EP**
 - **SOP**
- **PREREQUISITES**
 - **INTERMEDIATE JET (ASI0110)**



SYLLABUS NOTES



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- **BFM3101 MUST BE FLOWN WITHIN TWO WEEKS OF BFM41 BLOCK**



RECOMMENDED FLIGHT CONDUCT



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- **TAKEOFF AND CORRESPONDING DEPARTURE TO AREA**
- **HIGH AOA DEEP STALL INVESTIGATION**
- **PEDAL TURNS (HORIZONTAL SCISSORS MANEUVERING)**
- **70° NOSE HIGH DEPARTURE**
- **110° NOSE HIGH DEPARTURE**
- **90° NOSE HIGH DEPARTURES**
- **LATERAL STICK ADVERSE YAW DEPARTURE**
- **SPINS (IF DONE)**
- **AIRSTART**
- **PRECAUTIONARY APPROACH**
- **STUCK THROTTLE APPROACH (2, OVERHEAD & STRAIGHT IN)**
- **BLOWN TIRE DURING FIELD LANDING**
- **FIELD ARRESTMENT WITH BLOWN TIRE**



SSR/DISCUSS ITEMS



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- **SPECIAL SYLLABUS REQUIRMENTS:**

- NONE

- **DISCUSS:**

- QOD
 - RUNAWAY TRIM
 - ENGINE FLAMEOUT
 - EJECTION SITUATIONS
 - LOCKED-IN COMPRESSOR STALL
 - AIRSTART
 - NATOPS CHAPTER 11



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BLOCK MIF



CTS REF	MANEUVER	BFM3101
1	General Knowledge/Procedures	4+
2	Emergency Procedures	4+
3	Headwork/Situational Awareness	3+
4	Basic Airwork	4+
5	Mission Planning/Briefing/ Debriefing	4+
6	Communications	4+
7	Ground Operations	4+
8	Flight Admin	4+
30 10	Takeoff	4+
29	High AOA/Deep Stall Investigation/Rudder-Induced Departure	3+
29	70-Degree Nose-High Departure	3+
29	110-Degree Nose-High Departure	3+
29	90-Degree Nose-High Departure	3+
29	Adverse Yaw Departure	3+
2	Stuck Throttle Approach	3+
2	Blown Tire During Field Landing	4+
2	Field Arrestment with Blown Tire	4+
2	Airstart	4+
21	Precautionary Approach	4+
23	Landing(s)	4+



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STANDARD DEBRIEFING FORMAT



- THE FLIGHT LEAD OR PILOT-IN-COMMAND IS RESPONSIBLE FOR ENSURING ALL FLIGHT OR CREWMEMBERS ARE THOROUGHLY DEBRIEFED ON THE CONDUCT OF THE MISSION UTILIZING THE “S-P-B-E-MS-LL” FORMAT OUTLINED BELOW.

- I. SAFETY
- II. PLANNING
- III. BRIEF
- IV. EXECUTION
- V. MISSION SUCCESS
- VI. LESSONS LEARNED